



Installation Instructions

1967 - 1972 C10 Cab-Only Steering Column Lowering Kit for 2" diameter columns

CRITICAL SAFETY WARNING AND LIABILITY DISCLAIMER: Modification of the steering system is a high-stakes procedure that affects vehicle control and passenger safety. This installation requires absolute precision and should only be undertaken by individuals with a high level of mechanical skill and expertise. Failure to properly install this kit can lead to steering component failure, loss of vehicle control, and may result in serious personal injury or death. By purchasing, installing, or using this product, the user expressly acknowledges and accepts all risks associated with its installation and use, and agrees that the product is provided "AS IS" without any express or implied warranties. The user further agrees to limit the manufacturer's and seller's liability for any and all damages (including, without limitation, personal injury or property damage) to the original purchase price of this kit. If you are unwilling to assume all risks and liabilities, do not install or use this product.

Parts Included:



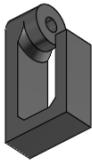
Front Column Strap
(Stainless Steel)



Rear Column Strap
(plastic)



Column Spacer
(plastic)



Hole-Finder

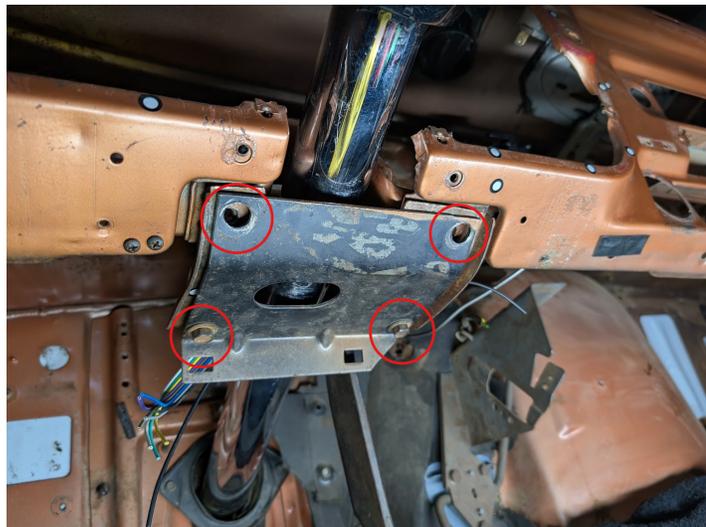
Tools Required:

- Ratchet
- Torque Wrench
- 1/2" Socket
- 1/2" Wrench
- 3/16" Allen Key / socket
- Blue Loctite (recommended)
- 13/64" drill bit

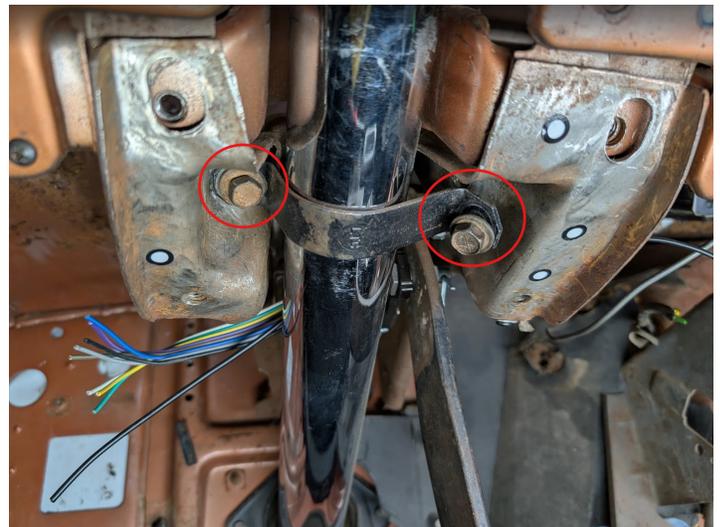
Hardware Included: (4) 5/16-18x1" bolts, (1) 10-24x0.50" bolt, (4) 5/16" washers, and (1) #10 washer,

Part 1: Disassembly - **Before proceeding please remove your gauge bezel/gauges.**

Step 1: Remove four hex-head bolts holding the under-dash plate using your 1/2" socket and ratchet.



Step 2: With the same tool, remove the two hex-head bolts holding the column strap-clamp.





Part 2: Interior Assembly

Step 1: Insert the Column Spacer into the cavity. "Wheel Side," should be facing you. You may need to apply slight downward pressure to the column. Ensure the spacer is fully seated as pictured below.



Step 2: With the Column Spacer in place, insert the Hole-Finder tool into the face of the Spacer. Ensure it is all the way inserted. Next, using a 13/64" drill bit, insert it through the hole of the Hole-Finder. With a drill and bit, mark the hole location, **but do not drill all the way through yet.**



Step 3: Using your finger or a screwdriver, push the Column Spacer forward until you can remove it. You again may need to put downward pressure on the steering column. Now, using the mark you made in Step 2, drill through the metal. Next, reinstall the Column Spacer. Use blue Loctite, and install the 10-24 retaining screw finger-tight + 1/4" turn. **Do not over-tighten.**



Step 4: Next you will install the Front Column Strap using a two 5/16-18x1" bolts and washers, and the 3/16" Allen key or socket. You will notice this strap has a pointed indentation. This is to help your column resist rotation. This will leave an indentation in your steering column. **Ensure your column is oriented how you want it installed before torquing these bolts. When ready, apply blue Loctite and torque these bolts to 10 lb.ft**





Part 2: Interior Assembly - Continued from Page 2

Step 5: Now you will install the Rear Column Strap using two more 5/16-18x1" bolts and washers, and the same 3/16" Allen key or socket. This piece is made from high-density plastic, and over-torquing can crack it. Torque these to 8 ft/lbs. You may optionally use blue Loctite.



Your interior assembly is now complete. At this point your column should feel secure and should not move up, down, left or right. It should not rotate except if exceptional force is applied. The amount of force it takes to rotate will depend on your firewall column plate as well, and how it is designed.